

ADMIRAL MELVILLE RETIRES TOMORROW

Chief of Engineering Department of the Navy the Most Picturesque Figure in the Establishment.

Distinguished Service in the Civil War—Heroic Record on Three Arctic Expeditions—Honored Throughout the World.

Rear Admiral George W. Melville, the most picturesque figure in the American Navy, from the active service in which he will retire tomorrow, is descended from a long line of Melvilles, of Skirling, Scotland. They seem to have been remarkable for at least two things, boldness in speech and action, and the wisdom of their counsels. One, James, whom the godly John Knox called "most gentle and most modest" slew the archbishop of St. Andrew's, who had burned Wishart at the stake. John died for his faith on the scaffold. Andrew, when reminded that he was a royal wasal, replied to James I. "Sirrah, ye are God's silly vassal!" And so the stories of the boldness of the Melvilles multiply until in the civil war in this country were found many patriot Melvilles, the direct descendants of the same stock—and as all brave men should be, each was a giant in stature.

The retiring engineer-in-chief was one of three sons whom Alexander Melville gave to the Northern side in that great conflict. He was born in New York city, January 10, 1841. After passing through the common schools and a polytechnic institute in Brooklyn, he entered the engineering works of James Binn in East Brooklyn, and there he labored until, in 1861, ninety days after the war broke out, he became an officer in the United States Navy.

Service in Civil War.
For a time he served on the old Michigan, a side-wheel steamer patrolling the lakes. Then he was transferred to the North Atlantic Squadron on the screw sloop of war, Decatur. He was at the shelling of Lambert's Point; the capture of Norfolk, and the consequent destruction of the Merrimack off Craney Island. He participated in the James River expedition, and again on the Mississippi until stricken down with typhoid fever. Upon his recovery he went to Bahia, on the Wachusett, to intercept Confederate cruisers. It was there that one of the most dramatic incidents of the war took place. While the Wachusett was refitting in the harbor of Bahia, the Confederate cruiser Florida boldly steamed in and took an anchorage five-eighths of a mile from the Wachusett, then cleared her decks for action. A Brazilian corvette slipped between the two to preserve the peace while the forts on the shore trained their guns to the same purpose.

Then Captain Collins sent a challenge to the Florida to fight a naval duel outside the harbor. The Florida declined the challenge. Collins called a council of his officers and there it was decided that the most feasible plan was to ram the Florida where she lay. To this the objection was made that the shock of impact would tear the boilers from their lashings and cause the death of every man below decks.

Bold and Cool.
"I do not think that the boilers will break loose," interposed young Melville. "but if they do there need be but one man sacrificed, for, after the engines are started, I can work them alone and will order all hands on deck."

During the preparation for the attack Melville volunteered and succeeded in going aboard the Florida and ascertaining the location of her machinery and the strength of her batteries. This he did in a rowboat, and had the Florida's officer of the deck seized him instead of throwing him overboard with an injunction to get out or be shot, the United States Navy in latter days would have missed one of her most vigorous and original thinkers as well as one of her best fighters.

At 2 o'clock a. m., October 7, 1864, the Wachusett with lights out was under way. Below decks were only Melville and a fireman, named Bradley, who refused to leave his post. The affair was all over in twenty minutes. The Florida had been struck about the beam, her side cut open for eighteen inches below the water line, her mainmast and mizzen mast carried away, and her men were struggling to free themselves from the awnings and rigging crumpled up by the blow. A broadside, a boarding party and her defeat was complete.

Then a hawser was made fast to her foremast, and while the Brazilian forts were wasting ammunition in a perfunctory fire, the Florida was towed out to sea. On the Wachusett only three men were wounded, Melville receiving a cut across the left hand. From the viewpoint of international law it was an outrageous violation of the rights of neutrals; from a sailor's standard it was a highly courageous and patriotic act.

On Jeannette Relief Expedition.
Melville left the Wachusett shortly afterward to join Porter's fleet operating against Fort Fisher and later on the James River.

His honorable mentions during the war were frequent and many, and when the fighting was over he remained with the navy, one of its most notable and valued officers. Among his subsequent cruises the most remarkable naturally are the Arctic, on the Tigress, the Jeannette, and the Thetis. The Jeannette, commanded by Lieut. George W. DeLong, was the first ship to pass northward through Behring Straits, and after drifting helplessly for nearly two years

was crushed by its imprisoning icefloes, leaving its crew shelterless and forced to face many months of cold and darkness.

DeLong in his diary speaks of Melville as not only without a superior as an engineer, but constituting the sunshine of the party. He speaks of his indomitable energy. "Melville, who will not sleep or rest." Instances of his heroism are multiplied beyond enumeration in brief space. Then came the long journey southward. His separation from and his later search for DeLong, though himself near death, has been told repeatedly. His arduous overland trip in the face of starvation and mutiny forms another chapter for writers upon the Arctic, and finally his discovery of the frozen bodies of DeLong and the rest of his shipmates.

Honors Thick and Fast.

In reporting favorably a bill for his promotion, the Naval Committee of the Fifty-third Congress paid him a deserved tribute and again in the succeeding Congress his promotion was characterized as an act of tardy justice and hardly adequate.

A third time he went to the Arctic, now to the relief of the Greeley expedition, and failed in part only through the opposition of a naval board which did not believe, despite his protests, that he could reach Cape York in the fall of the year. The following spring, however, he succeeded, and that story has likewise been told.

Since that time honors have fallen upon him thick and fast. He has received honorary membership in a dozen of scientific societies, degrees from learned institutions, public receptions, medals, and bronze busts, but through it all he has remained the simple-hearted seaman, blue-eyed, white-haired, fearless, democratic.

GOVERNMENT TO SUE FOR OVER \$100,000

Will Attempt to Recover for Alleged Violation of Contract.

Proceedings will be instituted by the Government against W. M. Weighel, a postal contractor, involving \$102,000. Weighel was given a contract two years ago, for a term of four years, for carrying the mails in wagons in New York city, for which his compensation was to be \$238,000 per annum. He declined to continue the service on the ground that he was losing, and it had to be relet for the remaining two years. The contract was awarded to George G. Travis at \$240,000 a year. The Government will endeavor to recover the difference between the original contract and the present one. The Fidelity and Trust Company, of Baltimore, is on Weighel's bond for \$225,000, and will be made a party of the litigation which will ensue.

CANADA PLANS FOR OCEAN-TO-OCEAN ROAD

Premier Laurier Outlines Project of Dominion.

TORONTO, Ontario, July 31.—"America has been constantly talking about abolishing bonding privileges for our roads. Carnegie in his pompous ignorance has said our ports are icebound six months in the year, and ignorant Americans believed him. I appeal to Canadians of all shades to stand in supporting this proposal, so that we can be independent of American roads and American ports."

This was part of Premier Laurier's speech in introducing the new government policy on transcontinental railways.

In general the policy will be to build a line from Montreal to Winnipeg and lease it to the Grand Trunk for fifty years, but other roads must be given guarantees 75 per cent up to \$13,000 per mile of road from Winnipeg to the Pacific, mountainous parts to be \$20,000 per mile.

The entire work is to be completed within seven years and work must begin on all the main sections at once. A \$5,000,000 guarantee fund is to be lodged with the government to the charge on the Montreal and Winnipeg section for seven years after it is completed, but after that the Grand Trunk is to pay 3 per cent on the cost.

The government is to control all rates and the company must put on fast Atlantic and Pacific steamboat lines. The government is to have first mortgage on the Grand Trunk as security, and the road cannot amalgamate or pool with any other company.

DEATH OF COL. ROOT, SENATE EMPLOYEE

Col. Richard Root, an assistant sergeant-at-arms of the Senate, died at Camden, Me., Wednesday morning. The remains will be brought to Washington and the funeral, under the auspices of the G. A. R., will take place from the Pennsylvania station Friday morning at 10:30 o'clock. The interment will be made in Arlington.

Colonel Root was a veteran of the civil war, when he served in the Eighth Iowa Cavalry. For the last six or seven years he has held the position of assistant sergeant-at-arms in the Senate. Colonel Root is survived by his wife, two daughters, and a son.

NEWS OF RAILROADS AND OF RAILROAD MEN

The New Bridge.

Work on the new railroad bridge over the Potomac is going on steadily, though because of necessary preliminary arrangements which have to be made, not many men have as yet been put to work. Two more carloads of iron and steel arrived yesterday from Philadelphia, and they were taken out on the flats where all of the material is lying until wanted. There are now on the ground sixteen carloads of material, including two hoisting engines and other machinery. The work of converting the stone piers into derrick for the placing of the steel girders on the stone piers is going on rapidly, and it is expected that they will be ready for placing by Monday next. The work of placing the iron work is not likely to begin until all of the iron is on the ground. The date set for the beginning of the work is two months hence.

Horse Show Crows.

The Southern is taking big crowds to Orange to the horse show. A number of prominent Washington people made the trip yesterday. Col. L. S. Brown, the general agent of the company, may make the trip himself in a day or two. Colonel Brown is a lover of horsemanship.

Rebuilding the Road.

The roadway at the terminus of the Washington, Alexandria and Mount Vernon Railway at the gate of the mansion has been rebuilt, and is now in use. It was constructed as the result of Prince Henry of Germany's visit to Mount Vernon. On that occasion the prince's carriage nearly became stalled in the roadway, so the regents determined to have the road rebuilt. The contract was given to Mr. McNamara, of this city. The road is 1,400 feet in length. On a base of Tiltford rock or gravel a broken stone roadway over a foot deep has been built.

Freight Wrecks.

The Monongah division of the W. V. and P. R. R., near Clarksburg, was the scene yesterday of several freight wrecks, which caused a general delay all over the system. The wrecks were at Meadow Brook, Worthington, and White Rock, near Monongah. Freight cars were off at all three places and the track was considerably torn up. The Pittsburgh flyer went down to Meadow Brook yesterday morning, but could not get through, and it came back and went by way of Grafton to Pittsburgh. The wrecks all occurred at an early hour. There was much damage to railroad property but none to persons.

Plunged From Viaduct.

Dispatches from Richmond say that a car heavily loaded with barrels of cement plunged from the Chesapeake and Ohio viaduct at Main Street shortly after noon yesterday and tore away the rear of two buildings, 1543 and 1545 Main Street. No one was hurt by the accident, but it was a remarkable piece of good fortune that there was no fatality.

DRILLED HIS SKULL TO CURE LOCKJAW

Antitoxin Injected Into Brain Saves a Life.

SAN FRANCISCO, July 31.—Doctors at the Grand Hospital have succeeded in curing a case of lockjaw. The patient was Pietro Raffino, who was badly burned at Stockton last May and was attacked by tetanus. He arrived at the hospital May 31. The following day antitoxin was injected into the muscles of the back. The next day he received two more injections. On Wednesday it was found that no improvement had developed, and the physicians drilled a small hole through the skull, inserted a spinal needle and injected antitoxin into the lateral ventricle.

The treatment proved successful, and now Raffino, though somewhat weak, is as well as ever he was.

INJURED POSTAL CLERKS MAY GO HOME SHORTLY

Benjamin Rawlings, J. Frank Kollar, and P. A. Fontaine, the three postal clerks injured in Tuesday's wreck on the Southern at Springfield, Va., are progressing nicely toward recovery at the Emergency Hospital. They are now out of danger and will be able to go to their homes in a few days.

Colonel Hege Returns.

Col. S. B. Hege, the division agent of the Baltimore and Ohio, who has been out of the city on a business trip, returned this morning.

Wrecked With Dynamite.

An attempt was made last night to wreck a street car in Richmond with dynamite, this explosive being used for the first time in connection with the strike. A car well filled with people, including nearly a dozen women, was passing the old fair grounds when the explosion occurred. The trapdoors were thrown open, the windows shattered, and the car somewhat damaged.

There was intense excitement for a few minutes, but none of the passengers was injured. There is no clue to the perpetrators of the deed.

Excursion Rush.

The rush through Washington to the Northern seaside resorts continues. Between 4,000 and 5,000 persons started Eastward yesterday from points in western Pennsylvania, Ohio, Indiana, Illinois, Kentucky, West Virginia and Virginia, on the low-rate excursions to South Jersey seashore resorts over the Pennsylvania, the Baltimore and Ohio and the Chesapeake and Ohio Railroads.

The excursionists from the Baltimore and Ohio and Baltimore and Ohio Southwestern, numbering between 1,000 and 1,100, passed through today. They are from points as far West as Avilla, Ind., and intermediate to Bellaire and Pittsburg. A contingent from the Baltimore and Ohio Southwestern is from points as far West as Beardstown and Shattuck, Ill. The excursionists from the territory of the Chesapeake and Ohio come from points as far Southwest as Lexington, Ky., and will reach here some time this afternoon. They will number probably 500 or 600.

Fewer Settlers.

Estimates made by officials of transcontinental railway lines, which are usually concluded late in July, show that the total number of settlers passing through St. Paul for the Northwest in a year was 130,000. Of these 85,000 went to points in Minnesota, North Dakota, Idaho, and Washington. The rest went to the Canadian Northwest.

According to these estimates the traffic was divided about as follows: Northwestern Pacific, to points in the Northwestern States, 45,000; to points in Canada, 10,000; Great Northern, to points in the Northwestern States, 30,000; to points in Canada, 10,000; other lines, to points in Minnesota and North Dakota, 10,000; to points in Canada, 25,000.

The movement was not more than two-thirds as large as last year, owing to the fact that the price of land has risen to \$15 and \$20 an acre. Figures, however, show that the number of settlers going into the Southeast has doubled since last year, and, judging from the requests for information, the number is going to be doubled again next year.

Relief Association.

The quarterly meeting of the advisory committee of the Pennsylvania Railroad Relief Association was held at Atlantic City yesterday. The members were the guests of their fellow member, Max Ribenack, at Haddon Hall.

ATLANTIC CITY WORTH JUST \$50,000,000

Board of Assessors Finds Values Have Doubled.

ATLANTIC CITY, July 31.—The city board of assessors has nearly completed its work, with the result that on a two-thirds valuation the approximate value of the property of Atlantic City has increased since last year from \$23,000,000 to \$50,000,000. Taking last year's appropriation as a basis, the tax rate for 1903, it is believed, will be reduced from \$3.35 to \$2.

This estimate will give Atlantic City a greater valuation than either Trenton or Camden. The former city in 1902 was rated at \$33,000,000, and the whole of Mercer county at \$47,000,000, while Camden City was rated at \$30,000,000, and the county of Camden at \$42,000,000.

An example of the increase in value of the hotels, showing the rapid advance in their earning capacity, is given in the schedule of nine beach front houses, whose total valuation is placed at \$3,632,410.

FINED FOR FAST DRIVING.

William Newhall paid \$20 fine for speeding his automobile above the District speed limits on Seventeenth Street northwest. Bicycle Policeman Lanter testified that the automobile ran at fifteen miles an hour.

ATTORNEY GENERAL BUYS SUMMER HOME

Mr. Knox Gets a Farm Near Valley Forge.

WEST CHESTER, July 31.—United States Attorney General P. C. Knox is to become a summer resident of Chester county. He has just purchased the valuable farm of the late E. J. Mathews, in Tredyffrin township, and may occupy it during the remainder of the present summer with his family.

The property is about one mile from Valley Forge, and was formerly known as the Havard farm. In the stirring days of the Revolution it was owned by a man named Brown, and during the encampment at Valley Forge by the Continental army one of the buildings upon it was the headquarters of General Knox, an ancestor of the Attorney General.

It was mainly this fact that led the latter to purchase the property. During his stay there, General Knox brought his young bride to keep him company during the long and trying winter. There are other historic places upon the farm, which was within the American lines.

AN HABITUAL DRUNKARD.

George McLaughlin, arraigned in the Police Court, was charged with being an habitual drunkard. For the next thirty days he will continue an inmate of the workhouse.

PATENT OFFICE ENJOYS ANOTHER BIRTHDAY

Bureau Is Now One Hundred and Thirteen Years Old.

One hundred and thirteen years ago today the United States granted its first patent. It was issued to Samuel Hopkins July 31, 1790, and it protected his method of making potash and pearlash.

Probably the most important of early patents was taken out the same year by William Pollard, of Philadelphia, for a water-power spinning machine. Pollard had gone to much trouble to get from England a model of Arkwright's spinning machine, but, owing to the jealousy with which England guarded her textile patents, he found it impossible; finally, however, a captain of a vessel, at the risk of a heavy fine, brought over a model.

Pollard constructed his machine on this pattern, but found it wouldn't work; he was thus compelled to devise a machine of his own. In his petition for a patent he states that one boy or girl can operate fifty machines, "provided there is an overseer for each eight children to keep them from playing."

Three patents were granted the first year, thirty-three the second, and eleven the third. Unfortunately, none of these early models has survived the destructive fires of 1835 and 1877.

The work of the Patent Office has grown immensely. During the first forty years it was under the Secretary of State, and one clerk sufficed to do the work. It has since been transferred to the Interior Department, and one Commissioner and an assistant, appointed by the President, and over 100 clerks are required to transact the business of the office.

Samuel Lawrence Heap, paymaster at the Navy Yard and a member of the Metropolitan and Army and Navy Clubs, appeared before Acting Prosecuting Attorney Sinclair yesterday to answer to two charges of exceeding the speed limit with his automobile. He was arrested Wednesday and gave his name at the Third precinct station as Samuel Lawrence. The fast rides cost him \$40.

J. A. CLARRIDGE'S WILL FILED FOR PROBATE

The will of James A. Clarridge, dated February 21, 1903, has been filed for probate. He leaves a watch and chain and other personal effects to his nephew, Clifton L. Clarridge. The remainder of his estate is left in trust, the income to be paid to his sister, Mary Florence Clarridge. At her death the property is to revert to his niece, Daisy E. Clarridge, and his cousin, Lucy L. Robinson.

PARKER, BRIDGET & CO. NINTH AND THE AVENUE. PARKER, BRIDGET & CO.

The P., B. & Co. Semi-Annual Clearance Sale Starts Tomorrow.



It's only twice a year that you have the opportunity to buy Parker-Bridget Clothing under price—and these two times just before stock-taking. Parker-Bridget Clothing isn't bargain clothing. It doesn't expand and contract in price from time to time throughout the season. It represents the limit of value its price will pay for—and it is sold fairly. And that's what makes these half yearly clearances so vastly important. You know what values you're buying.

We never change a price tag in these sales—never mark them at all—but sell according to scale. No matter what Suit you select, the original price only is on it, and you pay only the advertised price according to the scale of reduction decided on.

\$30 Suits in this sale.....	\$22.50
\$25 Suits in this sale.....	\$18.25
\$20 Suits in this sale.....	\$14.75
\$18 Suits in this sale.....	\$13.50
\$15 Suits in this sale.....	\$11.25
\$12 Suits in this sale.....	\$9.00

Not a Summer Weight Suit in the house is reserved. You buy the blacks and blues, serges and worsteds, as well as the two-piece homespuns and flannels at the reduced prices. It's a sale of clearance, and clearance according to our definition doesn't mean reservations here and there, that in many cases (as no doubt you've experienced) reserve just the garments you want.

We say ALL Summer Suits and ALL Summer Suits it must be. You can appreciate such a sale, for it offers you what you want, at a price recognizably low.

We start the clearance tomorrow. It should be a quicker sale than its predecessors for it has more to offer, and more people who recognize the importance of those offers.

The Clearance in the Boys' Department

We've reduced every Suit in the stock—reduced it generously. The sale counts on nothing less than absolute clearance, and we've made prices accordingly.

Some lines are reduced more than others. For instance, we found just the right opportunity for the greatest sort of a sacrifice in the Odds and Ends in Wool Suits where only a few sizes of certain goods were left. WE'VE MARKED THEM HALF PRICE—and that's going to be a mighty important table in the sale, for there will be few who won't find some wanted Suit in the right size in the lot.

Odds and Ends in Boys' Wash Suits, \$1.10 worth up to \$2.50, for

Couldn't think of carrying one of them over this season, and it's better to take the loss now than carry the loss over as a handicap into the next half year. You know what the Suits are—mostly the different blouse effects in Galatea, Linen, Duck, etc., trimmed in various effects—cut on patterns that have made their designers famous. Suits that good taste fully relishes and that the instinct of economy will prompt you to buy.

Boys' Odd Pants in a variety of effects. All wool fabrics. Pants that sold up to \$1.00 for.....

Boys' Odd Pants, made of fine all wool fabrics. Pants that sold up to \$1.50 for.....

48c

79c

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